

The Terminal boosts and advances Richmond, directly increasing your property values.

# RICHMOND TERMINAL

The Terminal is the oldest newspaper in Richmond and has the confidence and support of pioneers.

VOL. XXVI

RICHMOND, CALIFORNIA, FRIDAY, MARCH 29, 1929

No. 13

## Richmond Taxpayers Demand Relief

CHARTER FRAMED TWENTY YEARS AGO NOW OBSOLETE AND SHOULD BE "SCRAPPED"

### New Charter For Richmond Is Now Prime Necessity; City Has Outgrown Baby Clothes

The proposal for a new charter should come from the city council itself. Its members are elected to serve the best interests of the people. Is there no member of the council who will make the demand that steps be started to obtain this needed modern form of government?

If there is any politician or officeholder who would oppose a new charter he is inimical to the best interests of his city. There is not a capable city employee who could not hold office under a new form of government. They are all presumed to be competent or they would not be where they are. Then why worry about a change in form of charter? There is not a councilman who cannot run under a new charter.

It would be better that all nine agreed that five councilmen should be paid adequate salaries and have time to administer affairs to the fullest benefit of the city than that nine should be paid \$50 a month each and have so little to devote to the welfare and growth of Richmond.

It being true that the government as proposed under a new charter can be had at the same or less cost than the taxpayers are now bearing, there is not one reason why we should not have the efficient form of government instead of the obsolete.

All citizens should think deeply on this matter and act. We all want the most growth and the most prosperity possible. A new charter is a prime necessity for both.

### Richmond Industrial Commission Is Deserving of Praise For What It Has Done For the City

We have paid our compliments to the local chamber of commerce for its support of the Parr lease that doesn't bring the taxpayers any revenue and for putting over bonds for cargo wharves when deep-water industrial lands for factories that will spend their own and not the taxpayers' money should have been provided, and now we want to take a fall out of another organization that should come in for a little enlightening comment.

This is our old friend the Richmond Industrial Commission. We want to ask something about why it kept so quiet at the time the public was being led to believe that unless the Parr lease was put over, Richmond would not get the Ford plant, when facts that have come to light show it should have made a noise in the interests of the people.

It is becoming known that at the time the frenzied move to get the Parr lease planted was under way, the Industrial Commission had been working with the Ford people a long time and that it virtually had the plant located. Why did it not make this fact known when the people were being told that unless the Parr lease was granted the Ford plant would not come. The Ford officials denied in answer to a direct query that location of the plant here depended in any way upon granting of the Parr lease, but those working to put this lease over boldly asserted just the same that if there was no Parr lease there would be no Ford plant.

We have been told that the Industrial Commission has stated in its own defense that City Manager McVittie and City Engineer Hoffman knew of the status of affairs; that they had prepared a contour map of the Crellin property at request of the Industrial Commission for use of the Ford people and supplied some sewer and other data to go into the final report and furthermore that the organization had informed both the local dailies that Ford engineers and Ford

officials had practically selected the Crellin property upon promise of dredging deep water to it at the time the Parr lease was up in the council but that neither of the dailies would publish a line of the facts.

All right. Why did not the Industrial Commission then make appearance before the packed council chamber and state the facts? Such action would have enforced a halt, which some councilmen really desired. There is a story that someone wanted to make a promised commission on the sale of the Crellin land and worked to prevent starting a row that would have helped the other communities who were after the plant. In fact, the Industrial Commission is said to itself feared the effects of interfering with the program.

We realize that the Industrial Commission has been the most able and efficient commercial body (some say the most so) this city has ever had and that it has accomplished wonders for the development of Richmond, being responsible for the acceptance and development of the harbor to a stage where it was assured, bringing most of our big manufacturing plants—the Ford plant evidently included—that it has fought squarely for the best interests of the community despite insidious propaganda against it by those on whose toes it tread in doing its good work, but it is open to chastisement, the same as any other organization that fails at any time in its duty.

What is the matter with that organization now. Are there not enough of its members interested in the future of Richmond to bolster it up and again make an effective campaign to bring industries we need? Many members have made important money in the growth of Richmond. Why not keep on doing some real good for the city that has been good to them?

Everybody pull for that direct highway to bring traffic to the Southern Pacific ferry. We need it.

### Live Richmond Topics For Our Readers Especially Interesting to Taxpayers

The Parr lease as it stands, isn't as bad as "the boys" tried to make it at that. Few know how three proposed drafts went before the council, each one a little stronger than the preceding one. The 3d provided in substance that "all lands now owned or to be acquired by the Parr Terminal Co. should be bulkheaded and filled at the expense of the city," with the saving clause that the city's ability to pay would limit the work.

If the city had bought tidelands out by the Van Damme ferry, the city would have had to fill them if financially able. That was going so far that objection was raised. Councilman Harry Plate helped modify this, though he voted for the lease. The accepted draught provides that lands owned by the company at the time of the lease should be reclaimed for it at the people's expense. It is doing quite well even at this, thank you.

When an engineer gets the job of preparing specifications and supervising construction of a business block or a wharf, or anything, the inspection to see that specifications are met; is up to him. The fewer inspectors he employs or the cheaper they are the more money he makes.

### Sending of Richmond Representatives to Fight For This City's Claim Among the Bay Ports Was Opportune

The city of Richmond could not have made a better expenditure than that incurred in sending representatives to Portland to fight for Richmond's inclusion among the bay ports that are to receive the benefit of the lower port-to-port rate asked by the Southern Pacific Co. This rate if left to apply to only San Francisco, Oakland and Berkeley would work severe injuries to some of Richmond's factories. It would allow manufacturers of the other communities to ship by rail to Portland much cheaper than could the factories in Richmond.

Every dollar spent to protect our local industries is a dollar well spent, and the council did well to act on the matter promptly, once the industrial agents had sounded the alarm.

Right here is shown the absolute necessity of some organization raising money and employing an industrial agent for the city of Richmond to bring in new plants, sorely needed, and watch over the interests of those already here. If Ralph Bergea of the Certain-teed and Benjamin Thomas, traffic manager of the Standard Sanitary Manufacturing Co. had not been

We said last week that the Ford site need not delay construction at all. The plaintiff is willing to agree to a price per acre just the same as that paid by Ford. An agreement can thus be put in escrow and a transfer made at any time the suit is ended should the war win.

The story that the Raymond Concrete Co. drove test piles on the Ford site recently at request of the Ford Co. was absolutely correct. Moreover, the foundry was found to be excellent.

Since The Terminal jumped into its present status as Richmond's most interesting and foremost publication, we have been receiving many letters, some merely commending us, a few criticisms for injuring our city by exposing things "that just as well be kept quiet," some containing checks for subscriptions, some mentioning affairs we should "get after." We are glad to receive all letters and all suggestions and especially all those subscriptions.

The common labor of the Standard Oil refinery is paid higher wages than some skilled men in other plants in the country. Every employee of the great refinery here gets top wages and the finest treatment. Any city that has a Standard refinery as one of its assets is fortunate. The highest type of men are employed.

There are some houses built by contractors merely after the "dough" that look just perfect outside and in to the inexperienced eye when completed but begin going to pieces soon after put in use. It can be the same way with a wharf when inexperienced people are building or a firm general appearance.

Lee Windrem is another hero who has come out of the harbor situation. When he brought his suit to break the Parr lease, a section of our good citizens who had been led to believe this lease the most wonderful thing that ever happened to Richmond, were ready to drive him into the bay. Now he is looked on as in a very different light. If he had a chance to put forward that referendum now, what a different reception it would get. But Lee, one of our cleverest attorneys, does not gloat. He merely shakes his head and smiles sadly, having a real human regard for his fellow citizens.

We are beginning to believe that we criticized the Richmond Industrial commission a little too severely, from the number of citizens who have spoken to us about the matter. We find that the organization has a good many appreciative friends in Richmond, despite the knocks against it one has heard. Merely propaganda from those on whose toes it treads by always having tried to do what was right and best for city, some tell us. Well, maybe that may be true.

THE RICHMOND TERMINAL subscription list grows every week. Put your name on the list and get the paper.

### Many Items Enter Into Wharf Building to Insure Safety

Some evil items that could enter into a badly constructed wharf, put up by contractors who had taken the job at too low a figure, calculating to make a profit by doing an inferior job at the expense of those who had to foot the bill are these.

Driving short piles, which might set in mud instead of hard material and would permit the concrete floor to sink under heavy weight of freight, making it useless. Laying reinforcing steel for concrete flooring on the mud instead of blocks so the concrete could not work under the steel and become reinforced.

Improperly treating wooden pilings and other timbers so the teredo worm would eat them; the worm usually getting in its work in a year or two in salt water.

Making an inferior mixture of concrete for piling artificially manufactured so its stability would be as below what it should be and allowing disintegration, even though the piling might stand easy driving.

Especially, in the case of wooden piling, improperly treating any that might have to support railroad rails with heavy freight, which would crash into the water after the teredos had worked long enough; unless the railroad company, as in the case of the Parr Terminal wharf in Oakland "spiked" the track and ordered that no more cars be run on such a trestle.

Numerous other things that might never come to light where the contractors were only out to get the dough.

The council contributes \$300 monthly to the Chamber of Commerce. We do not know just how this money is used but understand most of it goes to hire a publicity man to get things into the Oakland papers about the deeds of a few of those handling Richmond's destiny. It would better go toward work to get industries.

"I Saw It in THE TERMINAL"

### Present City Council of Nine Members Too Cumbersome For Business Purposes; Five Is Sufficient

One of the reasons we do not get industries in that obsolete form of government of ours. With a new charter and a modern form of government we would see a new era in Richmond; not only more industries brought in, but a general awakening and betterment all along the line, to the advantage of our workers who must have payroll and to our merchants and citizens in general. Why can't we get that new charter?

With the old cumbersome council of nine members meeting regularly once a week at night, we haven't much to our government. Most of the members have jobs that prevent them doing any active work in behalf of Richmond's advancement, though free and active members of any city's governing body are the most potent influences for development.

With a well-paid council and mayor, say five in all, each one would have time to work for the interests of the city. They would have time to work collectively and individually on factory propositions, to actually learn all about our harbor development and about other im-

portant matters and act personally in the interest of advancement. They would not rely on selfish interests to adjust matters or to handle affairs that should be held in the grip of the officials, paid to represent the people.

Look at our harbor situation today—the people paying; a small crowd reaping.

How much can our present council do daily in getting us a government airport, in bringing the proposed naval base here, in housing onto the job across in San Francisco when there is a chance of landing a big industry such as the Pittsburgh Plate Glass or a shipping terminal? Why they can't do anything if they give their private employment its due, and they are not sufficiently paid anyway to satisfy them in doing this active advancement work. Beside there are too many of them. We have probably lost a big fruit terminal and a packing plant in the last year through inefficient activity.

Think what five of our best citizens could do if they held well-paid council jobs and were headed by an aggressive mayor.

### Chance For Chrysler Plant Lost

The Chrysler plant and the Stiebeling plant were prizes officials of other communities were after for weeks, helping civic bodies in the effort to land them. Oakland finally won. Richmond didn't even see the principals, though both were out here. Official help counts. These are merely incidents. We can get this sort of modern government, with aggressive, properly paid officials at no greater cost than we are now paying for the obsolete government.

Present councilmen elected un-

der a new charter would be paid enough to justify them in more effective service.

When the future of Richmond, the employment of our workers and the interests of our business men are at stake, why is there delay in starting the movement for a new charter and a modern form of government? If anyone has fear let him banish it. This fear idea is based on a myth.

Smash it for good in Prosperity's name.

### Constructive Economy in Government Were Constant Watchwords of President Coolidge; Tax Warning

President Coolidge pointed out in a recent statement that after eight years of applying business methods to the federal government, extravagance and useless expenditures have been eliminated to the extent that three reductions have been made in tax rates and nearly seven billion dollars has been cut off the national debt.

"It would be a great mistake," he said, "to suppose that we can continue our national prosperity with the attendant blessings which it confers upon the people, unless we continue to insist upon constructive economy in government. The margin between prosperity

and depression is always small. A decrease of less than 10% in our national income would produce a deficit in the present budget.

"The costs of the state and local governments are rapidly mounting. From nearly four billion dollars in 1921, the national industries conference board estimates that they reached eight billions in 1927.

This is such a heavy drain upon the earnings of the people that it is the greatest menace to the continuance of prosperity. It is a red flag warning us of the danger of depression and a repetition of the disaster which overtook the country in the days of 1920."

The season of the year is fast approaching when the fiftions will start for the tall uncut and the geyser areas, away from the traffic and din—free from collector and landlord, and other annoyances. It is easier to flit, than to anchor too long in one place, say some of the flitters.

THE RICHMOND TERMINAL, Richmond's industrial newspaper.

Candidates are out in full force. Some of the "ins" are working for replacement, as well as the "outs" who have never been in, but like "Barkus," are willing to be on the inside looking out.

With that new charter and five councilmen on the job who can give their time to the city we will get industries.

A new charter will mean a new city.











## Parr Terminal Co. Ok'd Wharf Job For Taxpayers

Well, folks, construction of the big wharf units on the inner harbor is to go ahead. The Parr Terminal Co. has decided for itself, and for the taxpayers of Richmond, whose bond money is going into half the structure and whose share of the harbor receipts helps carry the other half, that it will be all right to proceed.

The city council, elected by the people to take care of its affairs might have been expected to do the investigating itself and announce the result to the Parr Co., but the latter did the announcing.

The report filed by the Parr Co. admits that the piles are not constructed according to plans and specifications and that 30 per cent of the piles used in the preservative mixture with which certain timbers were treated, but it is asserted that the piles were strong enough at that, having stood driving and also that the improperly creosoted timbers do not touch salt water and will be safe.

One very interesting feature is the provision for refunds from the Parr Terminal Co. to the city of \$1898 and to the Parr Terminal Co. of \$470, the difference between green timbers used and the cost of the same had they been creosoted according to specifications.

Embraced in the report is a letter from the engineer of the Pan-American Petroleum Co. endorsing the asphalt impregnated concrete piles built by the Parr Terminal Co. for that oil corporation's wharf at San Pedro. It is presumed inspection there was 100 per cent.

Permission for our city to let the work proceed is given thus by the Parr Co.

It will now be in order for the city of Richmond to formally advise the Pan-Pacific Piling and Construction Co. that it has withdrawn its notice heretofore served on the Parr Terminal Piling and Construction Co. by which the asphalt impregnated concrete piling had been rejected pending further investigation.

With this permission given it, the council ordered that work might proceed. The Parr Terminal promises to have wharves ready by July.

## El Dorado People Knew How Tax Money Was Spent

The outside figures for maintaining a basin that would have cost the El Dorado Oil Company with its \$500,000 a month to operate, its \$500,000 in buildings and its extensive employment of local labor, was \$500 a year, and under the final government proposal it would not have been \$500 a year. It was held that the city treasury could not stand this. However \$5000 is being paid out each year to buy a slice of Grand Canyon Park, that labor doesn't use and our merchants do not get any business from.

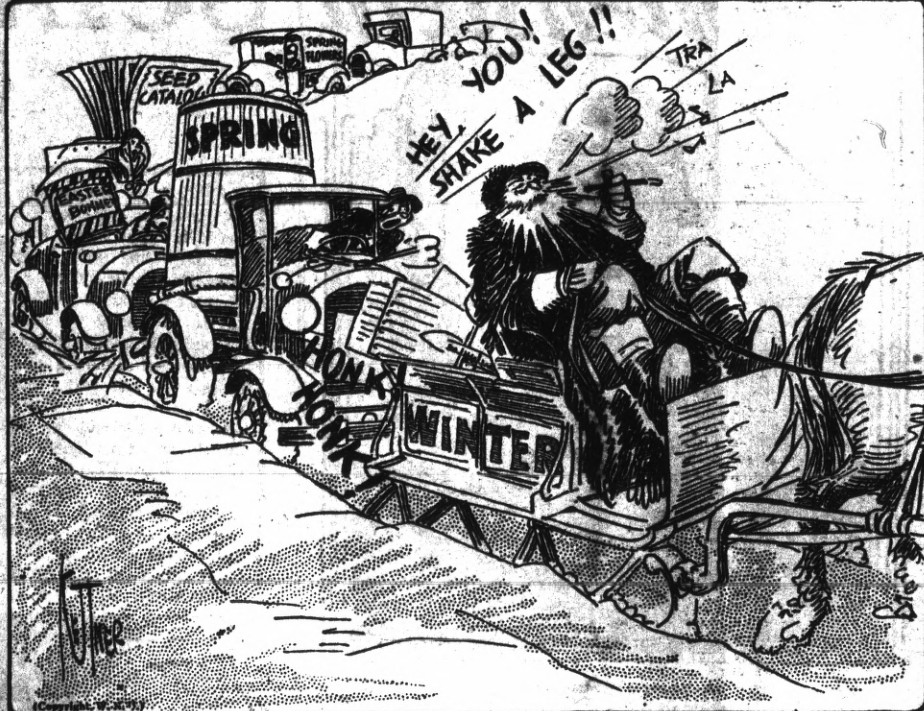
We do not know whether it is a slice of the poison oak acreage or the sliding hill part that is bought each year but we know it cost \$5000 a year, this being the subterfuge to keep the purchase going. It would be worth our citizens' time to find out just who owns Grand Canyon Park. It would still be there a good many years even if the city did not buy. We might get it after we got no industries. The many thousands of people that disport there now in summer would rather have the factories anyway.

That maintenance for El Dorado Oil might also have been done with the city's supposed half of the profits from the Parr lease, had there been any way to get at that half. The El Dorado people knew that city tax money was being spent for private interests on the east side of the harbor and they thought something of the kind might be done for them as long as they were willing to spend so much and do so much for the city out of their own funds.

The jump in the stock of Standard Oil of California indicates what a well-managed company it is under President Kenneth D. Winter. If you have this stock you have something so substantial and so certain of increase that you need never give it a thought.

Nine councilmen meeting once a week at night. They may be the best men in the world, but how can they give us the progressive, peppy government we need?

## Holding Up the Parade



## Natorium Just Can't Keep Out of "Red" Has Large Payroll and Overhead

About everybody in Richmond believed that the Richmond municipal natatorium was "carrying itself"—not only paying bond interest and sinking fund but turning something into the city treasury besides. The reports showed a big business and big receipts.

Now comes the shock of learning, by figures published in The Terminal, that there is actually a deficit to be made up out of the taxpayers' money.

The question arises, why is there not a profit? Is too much money

spent continually on so-called improvements, on jobs and so on? Painting and cleaning to keep the baths sanitary are necessary, but even that can be overdone as well as the payroll.

Anyway the baths show a deficit and it must be made up. If a private corporation owned the baths they would make it up. If a private corporation owned those baths they would probably show a good return on the money invested and be kept in the best shape also. Public ownership is a public loss.

## Terminal Newspaper Gets "Call Down" For Hopping On "Dusty Commission"

Among numerous letters we have received in the following which we publish in our policy of fairness:

"Dear Terminal: Why all your articles and ridiculing of the Richmond Industrial Commission in which in your columns you admit we have done some big things for our city? Wouldn't it be better to encourage this organization to strengthen and do some more of the good work it has done in the past? I have been in business in this city since it started, almost, and have always been considered something of a member of the commission, like many of us who were in the list but were never asked to contribute, or didn't, I asked because we knew the "big fellows" and the real estate men would pay the bills. I think I can say that it hadn't been for the intelligent and aggressive work of this organization and the large sums of money it put into the cause for Richmond, this city would not be anywhere near where it is today. It has backed every good movement with work and money. It has generally been on the right side. In bringing us the harbor the Industrial Commission did a work that ranks at the top. It brought most of our large industries and substantial sums in some cases to secure locations. Instead of criticizing this organization, you might do the city a better turn by encouraging it to strengthen and give us some of the result-getting work for which it is noted. It knows how it might at least be made a good industrial ally of the Chamber of Commerce which does not seem to make any drive for industry."

The situation of a hearing on proposed reduction in port to port freight rate that would leave Richmond with the higher rate and put our industries "in a hole" being held in San Francisco without any of the little clique that presumes to hold the destiny of our city in its hands knowing about it and sending a representative to defend the city is instructive as well as ridiculous. If money contributed used to employ a man that knows to represent the city industrially and give needed guidance we might get new factories and protect those we have.

Well, the Parr-Richmond Terminal Company (Parr before the Richmond) has spoken and the people of our city may feel a happy relief.

Yes, its the Parr-Richmond Terminal, with the Parr first; but then Richmond doesn't amount to much in the deal anyway.

The people are blocking their own way unless they demand a new charter.

What Councilman will be big enough to start a new charter movement in the Council.

Much good timber on our council. How much stronger it would be if it had a modern charter behind it.

Come on fellow citizens, let's wake up. A new charter means faster progress for all of us.

Five alert councilmen or five commissioners with daily office hours could put the snap in Richmond that it needs.

You can have a government with five well paid councilmen or commissioners cheaper than you get the government we now have. Let's go.

## Napa County's Historic Attractions, Including Old Bale Grist Ball

There is no prettier drive in central California than the one up Napa valley to Calistoga, and on further. Fruit trees in bloom the hills in green velvet, the geyers spouting at high pressure, sending a line of spray 30 feet in the air, awe-inspiring, indeed, the "rheumatics" from the fog belt around the bay.

And that is not all one can see on this trip over the beautiful valley roads. There is the old Bale grist mill, the state's historic attraction 83 years old, just this side of Calistoga, surrounded by a stone wall fence, but open to sightseers. An immense wooden water wheel that typified power is still in place, preserved by the Native Sons of Napa county.

The "Bale Mill," the old structure's name, is in a fine state of preservation and was dedicated to the Native Sons by Mrs. W. W. Wyman in 1925. This historic landmark was erected in 1845.

Any alleged newspaper that receives the subscriptions and the advertising of the public and then fails to protect that public from rotten graft deserves the full contempt and the complete lack of support of the community it misrepresents. If a paper voluntarily makes a fight for a good cause and accepts financial help to make that fight it is entitled to it, and should receive it, but the paper will not fight for the interests of the community that subscribes and advertises to keep it going unless it is paid for it will ultimately decay and be supplanted by an honest and more vigorous rival. Still worse the sheet that takes coin to keep quiet when a city is being defrauded. This graft and pay for a while, but the public learns and swings the sword of doom in time. This applies to publications anywhere.

The man who believes he can be elected to the city council this election because "orders" go out to the Standard Oil workers to vote for him will find he has another guess coming. The men are learning that those so-called "orders" excepting in the case of past harbor bond elections where false reports were made do not come from headquarters but from local politicians who want control of their own interests. There are no finer citizens in any community in the world than these same Standard employees, and from this on they will vote for the best interests of the city and the best men. That they can be "controlled" is an error. All they want to know is that their company will be treated squarely and no one in Richmond would stand for anything but the fairest and best of treatment for this, our greatest industry, and all our industries.

Subscribe for THE TERMINAL. Every time you help by your subscription, your advertising or your job work, you are helping your city. We are battling for advancement and a square deal for the taxpayers.

Write THE TERMINAL about anything you wish. We welcome all suggestions. Roast us whenever you deem us wrong about something.

Study the new charter need.

## THE TERMINAL

JOE W. RYAN - Publisher and Editor  
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Local City and County Paper

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FRIDAY, MARCH 29, 1929

## Personal Mention

Harry Ellis, its president, is one of the redeeming features of the Richmond Industrial Commission. Whatever may be our caustic remarks about the organization, we want to go on record as saying that Harry Ellis is one of Richmond's most substantial citizens, a man of integrity and always at the forefront for progress. He has a long and enviable career in Richmond and the honors and emoluments conferred upon him recently by his fellow Masons do not fall to the lot of every man. Couldn't somebody induce him to run for the council?

## Notice to the Public

The Clear Lake Oaks Co. is now taking prospects to the lake in a ten passenger self-motored Ford airplane. \$20.00 round trip, money refunded if you buy a lot. Harry Fulse, Richmond agent, 915 Macdonald avenue.

## LEGAL NOTICES

### NOTICE TO CREDITORS

In the Superior Court of the State of California, in and for the County of Contra Costa.

In the matter of the estate of Constantine G. Barrikas, also known as Costa G. Barrikas, deceased.

No. 6861.

Notice is hereby given by the undersigned Administratrix of the estate of Constantine G. Barrikas, also known as Costa G. Barrikas, deceased, to the creditors of and to all persons having claims against said decedent to file them with the necessary vouchers, in the office of the clerk of the Superior Court of Contra Costa County, State of California, or to submit them, with the necessary vouchers, to said Administratrix at the law offices of Will S. Robinson, 271 Tenth Street, Richmond, California, the same being designated as the place of business for all matters connected with said estate, within four months after the first publication of this notice.

Dated March 14, 1929.  
MYRTLE M. BARRIKAS,  
Administratrix of the estate of Constantine G. Barrikas, also known as Costa G. Barrikas, deceased.

mar22-apr5-12-19

STATEMENT of the ownership, management, circulation, etc., required by the Act of Congress of August 24, 1912, of THE RICHMOND TERMINAL, published weekly at Richmond, California, for April 1, 1929.

Publisher, editor, managing editor and business manager—George W. Ryan, Richmond, California.

Owner—George W. Ryan—Richmond, California.

Known bondholders, mortgagees, and other security holders holding one per cent or more of total amount of bonds, mortgages, or other securities—NONE.

George W. Ryan, Publisher and owner, Richmond, California.

Sworn to and subscribed to this 1st day of April, 1929.

Clare D. Horner, Notary Public. My commission expires June 23, 1929.



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